

VIRGINIA DEPARTMENT OF TRANSPORTATION

*TRAFFIC ENGINEERING DIVISION*

MEMORANDUM

<b>GENERAL SUBJECT:</b> Pavement Markings		<b>NUMBER:</b> TE-251
		<b>DATE:</b> August 23, 1994
		<b>SUPERSEDES:</b> M-83-72, Sr72-25, T&S-92
<b>SPECIFIC SUBJECT:</b> Pavement Marking Policy		
<b>DIRECTED TO:</b> District Administrators	<b>SIGNATURE:</b> <i>J.L. Butner</i>	

The adoption of House Joint Resolution #243 (HJR #243) modifies the Department's policies relating to pavement markings on secondary roads. This Memorandum will modify and transfer existing pavement marking location requirements from Maintenance Division's Policy Manual to Traffic Engineering's Manual. This modification and transfer includes changes mandated by RJR #243 and its associated work plan.

Specifically, HJR #243 reduces the minimum traffic counts from 750 to 500 vehicles per day in determining which secondary roads require centerline pavement markings. HJR #243's work plan requires each District Traffic Engineer to submit a listing to this Division of roadways that are a minimum of 18, in width, have traffic volumes of at least 500 vehicles per day, and are appropriate for the application of centerline markings. In addition, those secondary roadways meeting the width and volume requirements but identified as inappropriate for the application of centerline markings must be accompanied by supporting documentation. Traffic volumes should be taken from existing secondary road volume tabulations, however seasonal variations may be considered when scheduling future secondary road volume counts. The requested information should be forwarded by Nov. 1, 1994. Marking of these roadways should begin July 1, 1994 and be completed by July 1, 1995.

The aforementioned listing will be used as a database to conduct accident evaluations two years prior, and two years subsequent to installation date. Upon completion of the evaluation phase (July 1, 1997), this Division will forward a draft report, by October 15, 1997, to the Commissioner summarizing its findings.

Listed below are the Department's revised policies regarding warrants for initial application of edgeline and centerline pavement markings on interstate, primary and secondary roadways.

All pavement markings shall conform to the standards set forth in the Manual on Uniform Traffic Control Devices for Streets and Highways and the Virginia Supplement to the Manual on Uniform Traffic Control Devices with such exceptions as may be specifically authorized by the State Traffic Engineer.

#### CENTERLINE MARKINGS

1. All interstate highways shall be centerlined
2. Centerline markings shall be applied to primary and secondary hard surfaced routes meeting all of the following criteria:
  - a. Pavement width is a minimum of 18 feet.
  - b. Traffic count is a minimum of 500 vehicles per day (VPD) .
  - c. Sections to be centerlined shall be continuous between major points. (As an example, a road may carry over 500 VPD between major points; however, the pavement width is 18 feet or more in width only on a middle portion of the section. The middle portion shall not be centerlined since it would not constitute a continuous section between major points.)

Exception: Subdivision streets meeting the above criteria shall not be centerlined unless the street is a through traffic artery.

3. At other locations where an engineering study indicates a need for them.

#### EDGE LINE MARKINGS

Edgeline markings shall be applied under the following criteria:

1. All interstate highways.
2. All primary and secondary routes that are not in curb and gutter, are a continuous minimum width of 20 feet between major points and that have been centerlined.
3. Sections of primary routes, not continuously edgeline, on mountain crossings, subject to frequent fog.
4. All primary and secondary hard surfaced routes not continuously edgeline, shall be edgeline at narrow (3 feet or less horizontal clearance between structure and edge of pavement) and single lane structures. If road and/or bridge restrictions prevent this from being accomplished, then the procedures outlined in TE-223 shall be utilized.

Exception: Subdivision streets meeting the above criteria shall not be edgeline unless the street is a through traffic artery.

5. At other locations where an engineering study indicates a need for them.

These requirements entirely replace sections 10.221, 10.222 and 10.223 of the Maintenance Policy Manual. However, it should be noted that other sections regarding maintenance replacement of centerline and edgeline pavement markings are still in effect.

MGR/mgr

cc: Mr. David R. Gehr  
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Assistant Commissioner - Operations  
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Division Administrators  
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